

Annex Table A: Characteristics of Existing BRT and Busway Systems (as of April 2005)

	Bogotá Phase1	Bogotá Phase 2	Quito Trole	Quito Ecovía	Quito Central-N	Curitiba	Goiania	Belo Horizonte	Porto Alegre.	Campinas	SãoPaulo pre-2003	SãoPaulo passa-rápido	São Mateus. Jabaquara	Recife	León
main sources	(5)	(5)	(6)	(6)(7)	(6)	(8)(11)	(8)	(8)	(8)	(8)	(8)	(8)(9)	(8)	(8)	(10)
metrop population (millions)⁽¹⁾	8.1	8.1	1.6	1.6	1.6	3.1	1.9	5.4	4.0	2.6		20.0		3.7	1.4
2003 country GNI/capita (\$) ⁽²⁾	1810	1810	1830	1830	1830	2720	2720	2720	2720	2720		2720		2720	6230
year opened	2000	2003	1995	2003	2004	1974	1976	1981	1977	1985	1979	2003		1982	2003
number of busways	4	3	1	1	1	6	2	1	8	1	3	7	1	3	3
length in km, of which:	42.4	42.3	18.4	12.9	19.2	64.6	35	13.9	50.2	5.0	29.2	111.8	33.0	19.0	26
-- fully segregated busway	39.7	42.3	16.0	12.6	18.6			5.9	26.9	4.5	19.8		30.0	15.6	14.9
-- yet to open (within 12 months)		29.3	1.5	4.0	8.5										
-- dedicated bus streets ?	✓	-	Short street	-	-	✓	-	-	-	-	-	-	-	-	-
-- BRT in mixed-tr. Streets	2.7	-	2.4	0.3	0.6	✓		6.0	23.3	0.5	9.3		3.0	3.4	11.1
2+2 lane busways	25.4	10	-	-	-	-	-	-	-	-	-	-	-	-	-
1+1 lane busways	14.3	32	16.0	12.6	18.6		all	5.9	28.9	4.5	19.9	111.8	30.0	15.6	14.9
asphalt or concrete pavem't	c(35)+a	c	a	c	c	a									
nr of terminals+transfer stations	8	5	3	2	4	16	5			6	14		9	5	2
number of standard stations	53	50	28	16	24	107	19	15	128		49				51
Extra passing lane at station	✓	✓	-	-	✓	-	-	✓	-	partly	partly	partly	✓	partly	-
central platf, left bus doors	✓	✓	-	✓	-	-	partly	-	-	-	-	✓	-	-	✓
pre-boarding fare collection	✓	✓	✓	✓	✓	✓	partly	partly	-	-	-	-	-	-	✓
high-level boarding	✓	✓	✓	✓	✓	✓	partly	-	partly	-	partly	-	-	-	✓
number of trunk-line buses	470	335	113	42	34	247							181		52
-- of which articulated	all	all	all	all	all	bi-articl.	partly					many			all
number of feeder buses	235	146	89	40	67										209
wkday passengers (thousands)	770		240	55	73	532					274		207		
max, peak volume (x1000 pphpd)	35		8	3.7	4.5	14.3	11.5	21.1	14.3	9.2	17.7	15	21.6		
av'ge commercial speed (kph)	26	30	15	17	20	19	18	27	15	18	16		22	20	
express bus services ?	✓	✓	-	-	✓	-	-	-	-	-	-	✓			-
fare (US Cents)⁽³⁾	52	52	25	25	25	74	59	64	68			78		59	45
infrastr. Cost (million \$ per km)	5.8	13.8	1.0	1.2	2.3	0.3						1.1			1.0
total cost (million \$ per km)⁽⁴⁾	8.0	15.4	5.1	2.1	3.3	1.4									1.4

SOURCES:

- (1) www.citypopulation.de -- for 1/1/2005 (2) World Development Indicators database, World Bank, Washington, May 2005 (3) Fares as of March-April 2005; currency exchange rates as reported in The Economist of 16-22 April 2005
- (4) infrastructure cost plus US\$ 300,000 per bi-articulated bus and US\$ 200,000 per articulated bus (5) TransMilenio S.A., Bogotá, April 2005; Darío Hidalgo, Akiris, Bogotá, April 2005; and World Bank data
- (6) Dirección Metropolitana de Transporte y Vialidad, Quito, April 2005 and World Bank data (7) Transoc, Análisis Operacional Año 2005 (data for January 2005) and www.sutp.org/network/brt/brtress.htm
- (8) www.gobrt.org; Alan Cannell, Transport Consultant, Curitiba, 2004; Jorge Rebelo, Basic Busway Data in Latin America, World Bank, 2003; Alexandre Meirelles, A Review of Bus Priority Systems in Brazil, from Bus Lanes to Busway Transit, Brisbane, 2000; data received from Rogelio Belda, São Paulo, and Tony Lindau and Luis Afonso Senna, Porto Alegre; and World Bank data (9) São Paulo Interligado, O Plano do Transporte Público em Implantação na Gestão de 2001-04, Prefeitura do Município de São Paulo, 2004
- (10) www.gobrt.org; Luciano Aimar, A Better Transport for a Better Quality of Living, APTA Conference on BRT, Denver, 2004; Enrique Moreno, Proyecto Sistema Integrado de Transporte, León, 2003; and Darío Hidalgo, Akiris, Bogotá
- (11) Arturo Ardila, Curitiba, una historia de cambios en la ciudad y en los planes, Lima, 2003

Annex Table B: Characteristics of BRT Systems being Implemented

	Mexico City	Pereira	Guayaquil	Santiago	Medellín	Lima	Cali	Cartagena	Barranquilla	Bucaramanga	Guatemala City
main sources	(4)	(5)(6)	(11)	(12)	(5)(7)	(13)	(5)	(5)(8)	(5)(9)	(5)(10)	(14)
Metropolitan population (millions)⁽¹⁾	22.3	0.7	2.2	5.3	3.4	8.3	2.6	1.1	1.9	1.0	2.0
2003 country GNI/capita (\$) ⁽²⁾	6230	1810	1830	4360	1810	2140	1810	1810	1810	1810	1910
year expected to open	2005	2005	2006	2006	2006	2007	2007	2007	2007	2007	2007
number of busways	1	2	3	3	1	2	5	1	1	1	1
bus corridor length in km	20	16.7	45	26.3	26	32.3	49	14.6	13.4	22.1	11
-- of which segregated	20	15.7	45	19.9	13	32.3	49	12	13.4	7.5	
-- dedicated bus streets ?	-	✓		-	✓	-	✓	✓	✓	✓	
-- BRT in mixed-traffic streets	-	✓	-	✓	✓	-	-	✓	-	✓	
2+2 lane busways (in km)	-	-	7	17	-	18	-	-	-	-	
asphalt or concrete pavement	a	c	c		c	a	c	c		C	
number of terminals+ transfer stations	2	2	4	11	6	4	9	1	2	4	
number of standard stations	34	37	105		16	38	77	17	16	10	
extra passing lane at stations	-	✓	-	-	-	✓	✓	✓	✓	✓	
central platforms, left bus doors	✓	✓	✓	-	✓	✓	✓	✓	✓	✓	
pre-boarding fare collection	✓	✓	✓	-	✓	✓	✓	✓	✓	✓	✓
high-level boarding	✓	✓	✓	-		✓	✓	✓	✓	✓	
number of trunk-line buses	80	51	210		72	225	163	90	102	140	20
-- of which articulated	all	all	all	some	-	all	all	56%	61%	29%	all
number of feeder buses	16	81	232		26	237	840	100	240		
estim. weekday passengers (thousands)	250	150	490		130	624	1470	490	313	250	
estim. max. peak volume (*000 pphpd)	5.5	3.5	12	37	5.4	15	10	13	11	8	
Est. average commercial speed (kph)	21		22		21		21	20	19	22	
express bus services ?	-	✓	✓	-	-	✓	✓		✓		
est. infrastructure cost (million \$ per km)	1.5	1.9	2.7	2.3	4.5	4.1	5.5	6.7	4.8	3.4	
estimated total cost (million \$ per km)⁽³⁾	2.3	2.7	3.6		5.1	5.5	6.2	7.7	6.0	4.2	

SOURCES:

- (1) www.citypopulation.de -- for 1/1/2005 (2) World Development Indicators database, World Bank, Washington, May 2005 (3) infrastructure cost plus US\$ 200,000 per articulated bus and US \$ 100,000 per standard bus
(4) www.gobrt.org; EMBARQ, World Resources Institute Washington; Centro de Transporte Sustentable de México, May 2005 estimates; and World Bank data (5) Colombian Ministry of Transport, Bogotá, April 2005 estimates; and World Bank data
(6) Megabús, Pereira, April 2005 estimates (7) Metroplús, Medellín, April 2005 estimates (8) Transcaribe, Cartagena, April 2005 estimates (9) Transmetro, Barranquilla, April 2005 estimates (10) Metrolínea, Bucaramanga, April 2005 estimates
(11) César Arias, Transport Consultant, Quito, April 2005; and Plan de Transporte Masivo para Guayaquil, Sistema Troncalizado, 2005 (12) Transantiago, *Infraestructura*, November 2004; Transantiago, *Infraestructura Priorizada 2006*, and World Bank data
(13) Protransporte, Lima, April 2005 estimates; and World Bank data (14) www.transmetro.municipalidaddeguatemala.gob.gt and emails from Institute for Transportation and Development Policy, New York, April 2005